

Courts and Corrections and the D.C. Offender Supervision Agency and provides requested funds for a new tuition assistance program for District of Columbia residents. The bill also includes funding to promote the adoption of children in the District's foster care system, to support the Children's National Medical Center, to assist the Metropolitan Police Department in eliminating open-air drug trafficking in the District, and for drug testing and treatment, among other programs. However, I continue to object to remaining riders that violate the principles of home rule.

I look forward to working with the Congress to craft an appropriations bill that I can support, and to passage of one that will facilitate our shared objectives.

WILLIAM J. CLINTON.

THE WHITE HOUSE, November 3, 1999.

The SPEAKER pro tempore. The objections of the President will be spread at large upon the Journal, and the message and bill will be printed as a House document.

Mr. ISTOOK. Mr. Speaker, I ask unanimous consent that the message of the President and the bill be referred to the Committee on Appropriations.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Oklahoma?

There was no objection.

□ 1845

REPORT ON RESOLUTION WAIVING REQUIREMENTS OF CLAUSE 6(a) OF RULE XIII WITH RESPECT TO THE SAME DAY CONSIDERATION OF CERTAIN RESOLUTIONS REPORTED BY THE COMMITTEE ON RULES

Mr. DIAZ-BALART, from the Committee on Rules, submitted a privileged report (Rept. No. 106-442) on the resolution (H. Res. 356) waiving requirements of clause 6(a) of rule XIII with respect to consideration of certain resolutions reported from the Committee on Rules, which was referred to the House Calendar and ordered to be printed.

WHEN ONE READS THE PRESIDENT'S SUBMITTAL ON STRENGTHENING SOCIAL SECURITY, THE NUMBERS DO NOT ADD UP

(Mr. OSE asked and was given permission to address the House for 1 minute and to revise and extend his remarks and include therein extraneous material.)

Mr. OSE. Mr. Speaker, I rise again today to highlight the President's submittal to the House on strengthening Social Security, the Medicare Act of 1999.

I will caution again all the Members here, and those who are not, that they

need to read this plan because this plan, in fact, does request and require a 2½ percent reduction in discretionary outlays.

This is not Republicans; this is the President of the United States who is suggesting this.

Now I would just like to remind everyone that we are having a dickens of a time negotiating a 1 percent reduction in discretionary outlays, and the President is suggesting that his plan to save Social Security is based on a 2½ percent reduction in discretionary outlays.

I urge Members to read this plan. The numbers do not add up. The numbers do not add up, Mr. Speaker. Please read the plan.

ROLL-CALL VOTES ON THE PASSAGE OF THE ORIGINAL 1935 SOCIAL SECURITY ACT CONGRESSIONAL RESEARCH SERVICE—LIBRARY OF CONGRESS

In response to numerous requests for information on the Senate and House roll-call votes on the original 1935 Social Security Act (H.R. 7260/P.L. 74-271), we have compiled this packet. The Social Security Act was signed into law by President Franklin D. Roosevelt on August 14, 1935. The following roll-call votes were taken on the measure:

House—April 19, 1935: *Yeas*: 372 (288 Democrat; 77 Republican; 7 Independent); *Nays*: 33 (13 Democrat; 18 Republican; 2 Independent); *Answering Present*: 2 (2 Republican); *Not Voting*: 25 (18 Democrat; 6 Republican; 1 Independent).

Senate—June 19, 1935: *Yeas*: 77 (60 Democrat; 15 Republican; 2 Independent); *Nays*: 6 (1 Democrat; 5 Republican); *Not Voting*: 12 (8 Democrat; 4 Republican).

In 1935, there were only 48 states, since Alaska and Hawaii were not admitted to the Union until 1958 and 1959, respectively. So, the Senate had 96 seats in 1935, according to Stephen G. Christianson's *Facts About the Congress* [New York, H.W. Wilson, 1996], 339). Also, "[t]he current House size of 435 Members . . . was established in 1911," according to CRS Report 95-971, *House of Representatives: Setting the Size at 435*, by David C. Huckabee. Thus, 95 of the eligible 96 Senators and 432 of the eligible 435 Representatives participated in the bill's roll-call votes. The roll-call vote charts following this page, which are organized by chamber, are arranged alphabetically by last names, then, where necessary, by first names. Party and state information is provided for all Members, and district information is also given for each Representative.

The original House and Senate roll-call votes can be found on p. 6069-70 and p. 9650, respectively, in the 1935 edition of the CONGRESSIONAL RECORD. Copies of bound volumes of the RECORD may be available for use at the nearest federal depository library. Addresses of the closest depository libraries can often be obtained: through a local library; from the office of Depository Services of the U.S. Government Printing Office, (202) 512-1119; or at the following Internet address: [http://www.access.gpo.gov/su_docs/dpos/adpos003.html].

Information Research Division.

SPECIAL ORDERS

The SPEAKER pro tempore (Mr. FLETCHER). Under the Speaker's an-

nounced policy of January 6, 1999, and under a previous order of the House, the following Members will be recognized for 5 minutes each.

ADDITIONAL ALL-CARGO SERVICE TO CHINA

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Illinois (Mr. LIPINSKI) is recognized for 5 minutes.

Mr. LIPINSKI. Mr. Speaker, in April of this year the United States and the People's Republic of China signed a new civil aviation agreement. In addition to doubling the number of scheduled flights between the two countries, the agreement allows one additional carrier from each country to serve the U.S.-China market beginning in the year 2001.

Currently, three U.S. and three Chinese carriers have the authority to serve the U.S.-China market. The Department of Transportation will soon grant an additional U.S. carrier the right to fly directly to China.

China is the largest market in the world, as we all know, and holds great trading potential for the United States.

All-cargo carriers that provide time-sensitive express service play an important role in promoting trade opportunities for U.S. companies large and small. Express all-cargo carriers are able to connect every business and residence in the United States every day to China. Unfortunately, of the three U.S. carriers allowed to fly directly to China, Federal Express is the only all-cargo carrier serving the market. For this reason, United Parcel Service is now applying to the Department of Transportation for the right to fly directly to China.

United Parcel Service has served the nations of Asia since 1988 and already operates an extensive ground network in China. By applying for the right to fly directly to China, United Parcel Service hopes to expand its Chinese service by using United Parcel Service jet aircraft. United Parcel Service would also provide needed competition in the all-cargo express market.

As the only all-cargo U.S. carrier, Federal Express now enjoys a monopoly advantage in the Chinese market. Allowing another all-cargo carrier like United Parcel Service into the vast China market would provide U.S. consumers and exporters with increased access in competitive service.

More importantly, United Parcel Service would help meet the growing demand for air cargo service. Even with Federal Express in the market, roughly 60 percent of the cargo that is transported between the United States and China is carried on third-country carriers. In other words, foreign carriers benefit the most from the growing trade between the United States and China. This just is not right.